The Quarterly Newsletter of the

The Railway & Locomotive Historical Society

Winter / Spring 2009 • Volume 29, Numbers 2&3 • www.rlhs.org

In this issue: 2009 Annual Meeting in Maine • Society's New Operating Plan
Dubin Medal Awarded • Steamdome Files • Chapter Activities

Mission Statement

The mission of the Railway & Locomotive Historical Society, Inc., is to collect, interpret, preserve, educate and disseminate information relating to railroad history. The Society's mission will be achieved by:

1. Publishing Railroad History and maintaining its status as the premier publication in the field.
2. Recognizing and encouraging scholarship in railroad history and other endeavors, such as the Society awards program.
3. Preserving historic documents, photographs and other materials, and providing access through national and chapter activities.
4. Maintaining communication among members of the Society through printed and/or electronic means.
5. Providing fellowship, education, and effective governance of the Society through the annual convention and membership meeting
6. Furthering knowledge of railroad history by publication of signifficant historical studies and reference works.
7. Encouraging appreciation of railroad history, and providing social enrichment opportunities through chapters and special interest groups.
8. Encouraging members to actively participate in the process of researching, recording, and disseminating railroad history by providing research guidance.
9. Promoting the signifficance of railroad history in schools and related organizations such as historical societies.

New Name, New Look, New purpose, New delivery

At its Portland meeting in June, the Board of Directors accepted David Lester's resignation as editor of the R&LHS Quarterly, due to increased personal demands on his schedule. He was warmly commended for his contributions in this position.

In order to reduce production costs, the Board decided to downsize our quarterly publication, returning to the traditional 12 to 16-page document emphasizing society activities and news. Our other change is electronic delivery. Some members received their first Quarterly Newsletter as an email attachment (PDF format). This procedure, used by other societies (including our Southern California and Mid-South Chapters), will help the society reduce its mailing costs. Of course, postal delivery will continue.

If you desire electronic delivery, be sure that Sigi Walker (membership secretary) has your current email address. Contact her at <mikensigi@comcast.net>.

The last issue of 2009 is expected in mid-December.

Renewals for 2010

An additional way of reducing our postage costs is to include 2010 renewal notices with regular society publications. Therefore, you will receive two renewal forms before the end of 2009; one will be enclosed with Railroad History No. 201, and another we be in the next Issue of the Quarterly Newsletter. Be careful not to discard these.

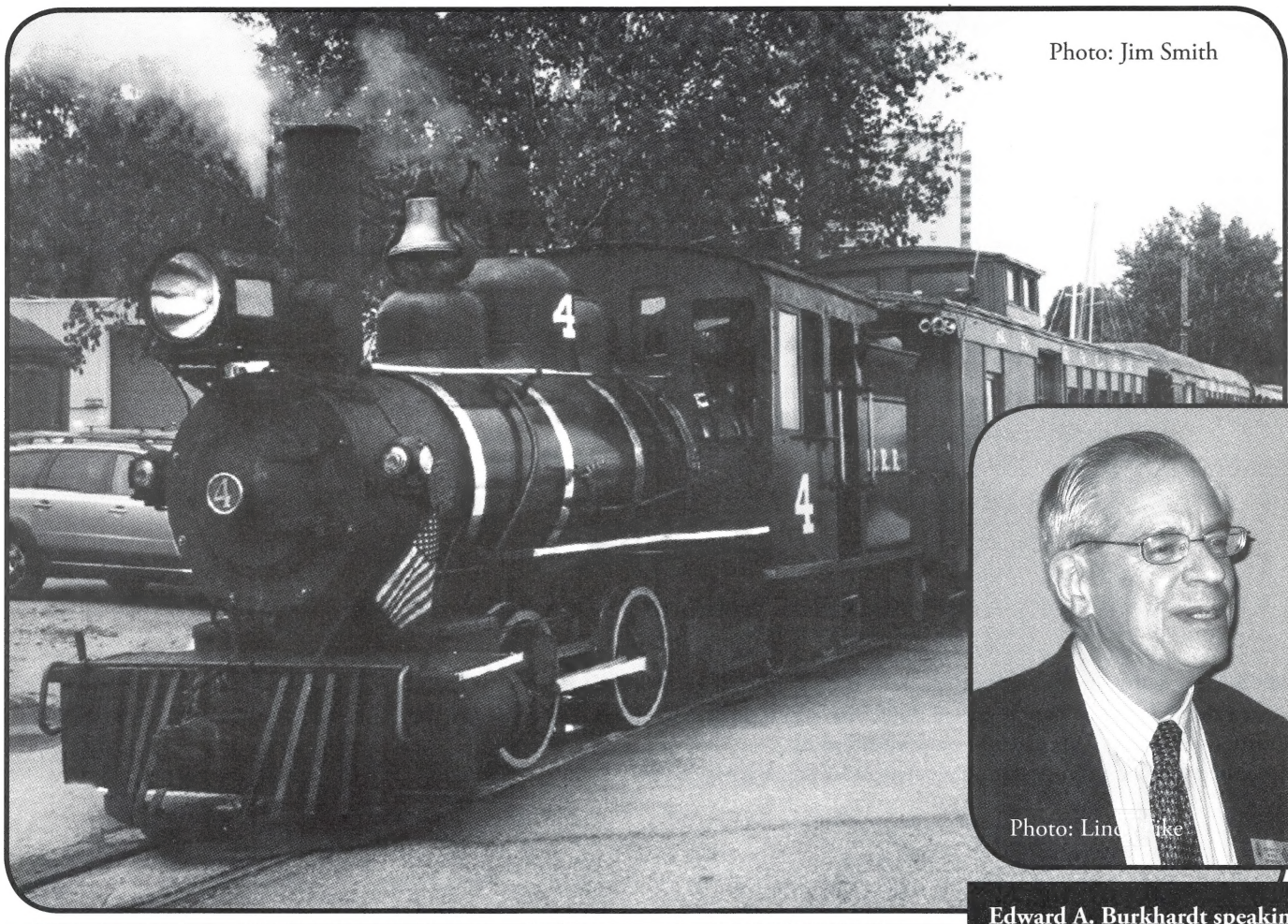
Please assist us by returning your dues payment by January 31, 2010.

Contributions Invited

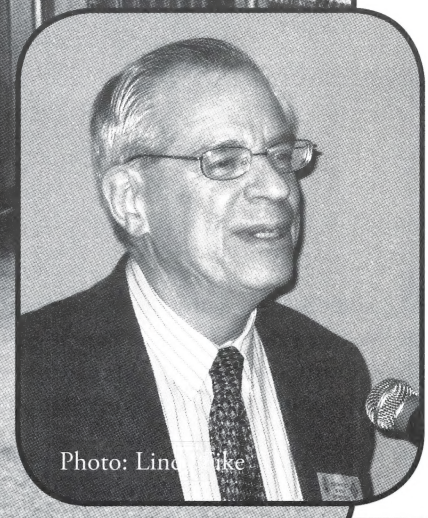
We invite individual members to contribute short research articles as well as information of interest to society members, including new railway preservation programs. You can even send local news articles and email transmissions. Our desire is to include items from throughout the nation. We especially want to hear from chapters regarding their plans and activities.<jplamb@mail.utexas.edu>

The Quarterly Newsletter of the The Railway and Locomotive Historical Society © 2009, The Railway
Interim Editor: Parker Lamb - 2605 Pinewood Terrace, Austin, Texas 78757-2136
Associate Editor: Dick Hillman
Printed in Bryan, Texas by Tops Printing, Inc. • Graphic Design by Pixel Prodigy Graphic Design

Annual Meeting & Summary



Engine #4 at the Maine Narrow Gauge Railroad & Museum located in Portland, Maine.



Edward A. Burkhardt speaking at the R&LHS membership breakfast in Portland. Mr. Burkhardt is President of Rail World, Inc., of Chicago, Illinois, a railroad management and consulting company he formed in 1999. He also serves as Chairman of the Montreal, Maine & Atlantic Railway.

Prior to the 1970s, Presidents Fisher and following panel. Greene convened annual meetings in the Boston area, but we had not met in New England since 1980 (near Mt. Washington). Thus the Portland, Maine gathering on June 18-21 represented for R&LHS something of a return to its roots, as well as an opportunity for the 68 attendees to reflect on some of the nation's early railroad history.

Friday began with a trip from Brunswick to Rockland on the Maine Eastern Railroad, which was once the Rockland branch of Maine Central. The line began operating in 2004 and now provides both passenger and freight service.

Many riders were delighted that our excursion train was pulled by a rare ex-New Haven FL9 unit, built for both diesel and straight-electric operation between Boston and New York City. The consist included NYC and FEC coaches along with a Pennsy parlor-obs car.

At Rockland we toured the Maine Lighthouse Museum featuring numerous artifacts, maps, and detailed model dioramas highlighting this significant aspect of coastal New England. The next stop showed us one of Maine's most famous railroad features, its two-foot gauge empire.

The Wiscasset Waterville & Farmington operates a 2-mile remnant of the original 58-mile line built in 1895 from Wiscasset to Albion (with a branch to Winslow). We made the short round trip from the rebuilt Sheepscot station at Alna to the end of trackage, which the road is constantly extending. Power for our train was ex-Edaville No. 10, built by Vulcan Iron Works in 1904 for a 3-foot gauge line on a Louisiana sugar plantation. (Shown on cover).

On Saturday we headed south to inspect and ride the vast

Convention host Jerry Angier speaks to R&LHS members prior to the Saturday banquet.

array of equipment at the Seashore Trolley Museum near Kennebunkport, providing a welcome change for those fascinated by this once ubiquitous form of urban travel. After a tour of the area's beachfront communities and lunch, we made a short stop at the picturesque Portland Head Light State Park, one of the nation's most photographed lighthouses.

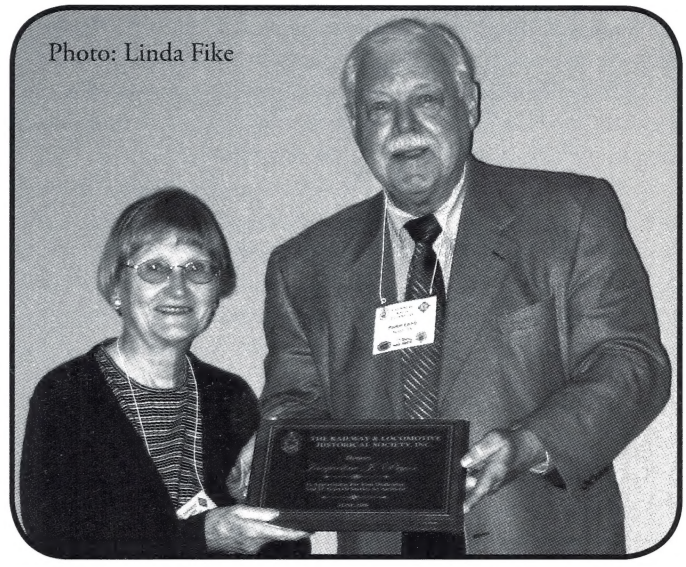
And then it was on to downtown and the Maine Narrow Gauge Railroad & Museum, for a ride along the shores of Casco Bay. Fortunately, the museum staff was able to provide another steamer for our ride (ex-Monson No. 4, Vulcan 1918). This time the trip was enlivened by a local theatrical group performing a Civil War skit that involved Confederate train robbers and Union guards. Period costumes and realistic gun fights highlighted the action.

Those with keen eyes were quick to notice the innovative conversion of the former Grand Trunk (CN) line to narrow gauge by merely adjusting one string of rail on the modern line. Although not authentic, it certainly provided a more comfortable ride than the much smaller ties and lighter rail weights characteristic of the period.

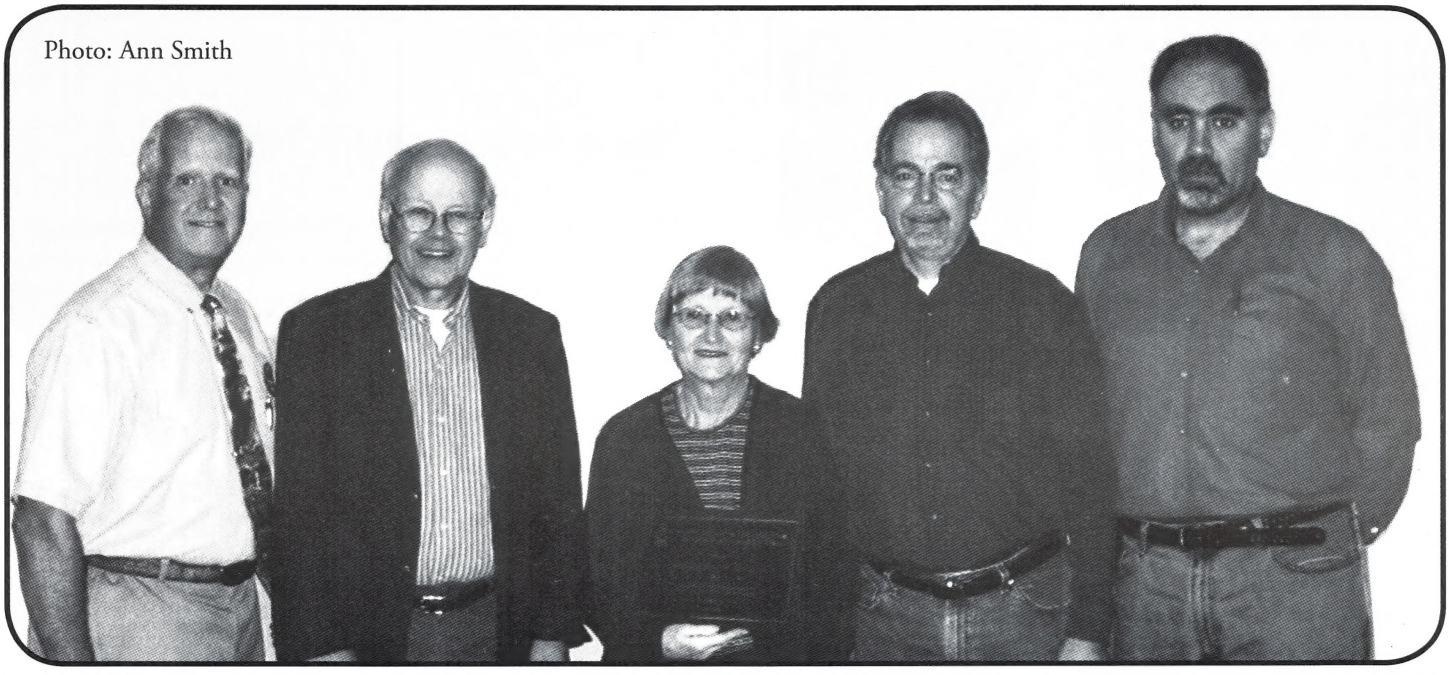
At the annual banquet on Saturday, retiring archivist Jacki Pryor was recognized for her 25-year affiliation with our Sacramento collections. Later, Ed Burkhardt, founder of the successful Wisconsin Central and current president of Montreal Maine & Atlantic Railroad, reviewed the recent revival of some of Maine's former freight routes, while warning of their anticipated difficulties due to the present worldwide economic recession. [Indeed, subsequent to our meeting his line filed for abandonment of its north end.]

After the Sunday business meeting, we heard from Mike Murray, recently retired from the Maine DOT, who had previously headed up the Northern New England Passenger Rail Transit Authority.

Adjournment was preceded by a standing ovation for Nancy and Jerry Angier in appreciation for their diligent efforts in organizing and producing an enjoyable and memorable gathering.



R&LHS President Parker Lamb presents Archivist Jacki Pryor with a plaque commemorating her twenty-five years of service to the organization.



R&LHS Archives Committee members (L-R) Jim Smith, Bill Howes, Jacki Pryor, David Pfeiffer and Robert Holzweiss.

From the Executive Suite

Turning the Page

At its Portland meeting, R&LHS directors selected a team of new leaders along with a new operating plan that provides tighter control of expenses and better oversight of the annual cycle of events.

As most members know, last year was not kind to The Society's finances, as our operating deficit rose from its recent level around $20,000 to $70,000. Much of the difference was related to the issuance of a third Railroad History, coupled with a unexpected drop in member renewals due to the recession.

Underlying both of these influences was the gradual deterioration of the society's all-volunteer operations conducted largely through postal mail. Today's business world demands the use of computerized management tools. In the near future, R&LHS will also need to assign some operational tasks to outside professionals. Unfortunately, we are behind most large societies in this transition.

The directors identified the position of executive vice-president as a key part of the new management structure, noting that R&LHS had not operated with an active leader in this position for most of the last decade. I am pleased that Robert Holzweiss, Chief Archivist of the George Bush Presidential Library in College Station, Texas, has been elected to this position.

Robert Holzweiss, R&LHS new Chief Operating Officer

Over the past three years, he has played a leading role in reorganizing our archives and renewing our agreement with the California State Railroad Museum. Bob and I have worked closely on his transition, and I am fully confident that his leadership will be of great benefit to the society.

Under our new management structure, he will be the society's chief operating officer, thus allowing me to serve as an adviser and strategic planner during my last year as president.

~ J. Parker Lamb

Board Reorganizes

At its June meeting, society directors approved an organizational plan that allows improved management functions between meetings, and streamlines the planning and reporting of critical information relating to financial, membership and publication functions. Using the bylaws as a guide, the new organizational chart codifies the existing informal arrangements and details responsibilities to five board committees.

The executive committee, chaired by the society president, is charged with general oversight and management, emphasizing careful planning for future events. Regular communications to the board members will keep everyone better informed about routine matters, while proposals for major decisions can be submitted for approval between meetings.

Supporting the executive committee will be four functional committees composed of 2 to 4 board members. Duties of each committee are as follows.

- Finance - Budgeting, banking operations, cash flow management, funding raising, tax reports reports, internal auditing, insurance.
- Membership – Activities relating to membe data base, renewals, publicity, advertising, member recruitment and assistance.
- Publications & archives – Oversight of all society publications (including brochures), web site content, relations with CSRM.
- Adminstration – Annual reports, meeting minutes, bylaws, awards program, legal matters, chapter relations.

Chairs of these committees will also serve on the executive committee.

Appointments to these committees are now being made, allowing the new structure to be operational at the 2010 meeting in Ft. worth. The current board believes that this new structure, which decentralizes authority while providing more transparency, is critical to the near future success of the society

~ Robert Holzweiss

Major Leadership Changes

New society officers named at Portland include: Membership Secretary – Ms. Sigi Walker, Vice-President Awards – Mark Entrop, New elected directors are Sigi Walker along with Greg Ames of the Barriger Library in St. Louis.

In addition, Charles Zlatkovich was elected to the position of Honorary Director in view of his four decades of service as a Southwest Chapter officer, as well as R&LHS treasurer, and president.

Incoming chapter representatives to the board include two new presidents: Reid Adams of the Southeast, and Heide Green of the Southwest. Congratulations to Heide, our first female chapter president. R&LHS work is not new to her, since her husband Gene has been chapter secretary for a number of years. In addition, Jackie Pryor as been named the Pacific Coast Chapter representative, while the Southern California Chapter is now represented by Joseph Bonino.

Archives Committee Report

Members of the archives committee have held four work periods in Sacramento during the past three years, and are pleased to report substantial progress toward a complete inventory, along with reorganization of our holdings so as to eliminate duplication and to rationalize the collection for consistency with the society's current mission.

Working with society archivist Jackie Pryor, the committee identified and deaccessioned enough duplicate materal to permit closure of two of the four storage units in Sacramento. In addition an inventory of the 800-volume collection of books was completed. This will allow additional duplicate items to be deaccessioned during the current operating year.

Decreased society income due to the national reeession, prompted the board to abolish the position of archivist on October 30, 1009, thus terminating the 25-year service of Jackie Pryor as archivist. She was assisted for many years by former board member Mac Dow, recently deceased, who drove weekly from San Francisco to work on the collection. Jackie also collaborated with museum staff on research tasks, and similarly assisted many society members.

With Jackie's departure, archives staff of the California State Railroad Museum will assume care and maintenance of the society's collection. This relationship was formalized with a recent addendum to the existing agreement between R&LHS and CSRM.

The addendum specifies responsibilities of each party relating to use of material, preservation of damaged items, and expansion of the collection. It also allows R&LHS to retain title to its collected material.

Beginning November 1, all reference inquiries to the R&LHS collection will be handled by CSRM staff. To ensure a smooth transition, members of the archives committee will return to Sacramento in October, and hope to be able to close another of the storage units.

By late 2010 it is expected that all R&LHS research materials will have be moved to the large storage facility opened recently by CSRM.

~ Robert Holzweiss

Membership Development

Cross Marketing

During 2009 we initiated this cooperative effort with other historical societies. The purpose is to run complementary advertisements in each other's publications, and thus expand their potential member pool. Participants thus far include Southern Pacific, Santa Fe, Milwaukee Road, and Erie-Lackawanna railroad societies plus the Railroadiana Collectors Association. Others will include UP and TRRA (St. Louis). These groups represent a potential audience of over 12,000 rail enthusiasts. Two of the guest ads appear on the following pages.

Train Shows

Our members manned tables at 17 shows during the winter and spring seasons. Spread from New England to New Mexico, and Florida to Chicago, these events allowed us to pass out hundreds of our new membership brochures and sign up dozens of new members.

Below is a list of upcoming shows for the fall and winter. If you plan to attend one, come by the R&LHS table for a chat. Better yet, contact the coordinator (or myself) and assist us in setting up and manning tables.

Sept. 20 - Kansas City Railroadiana (Lenexa, KS)
Pete Hansen

Nov. 1 - Montgomery County (Gaithersburg, MD)
David Pfeiffer

Dec. 5,6 - Oklahoma City (fairgrounds)
Bob Holzweiss

Dec. 12 - Ohio Expo Center (Columbus)
NEED COORDINATOR

Paul Gibson
(508) 384-0034
paul@railpub.com

Dubin Medal Award

On April 26, 2009 Society Vice-President Mark Entrop presented the first Dubin Medal to its namesake, Arthur Detmers Dubin, an honorary director of the society. The 86-year old Dubin is a major contributor to the history of American passenger trains as well as a long time society officer. A retired architect, he was a principal in the Chicago firm of Dubin, Dubin, Black and Moutoussamy.

As profiled in Railroad History No. 198, Arthur made a $30,000 gift to the society after the sale of an antique weathervane (depicting an Illinois Central steam locomotive) that had decorated the roof of hisgarage for many years.

Attending the private ceremonies in a suburban Chicago retirement home were Arthur's wife Phyllis and his longtime friend and society member, John W. Barriger IV.

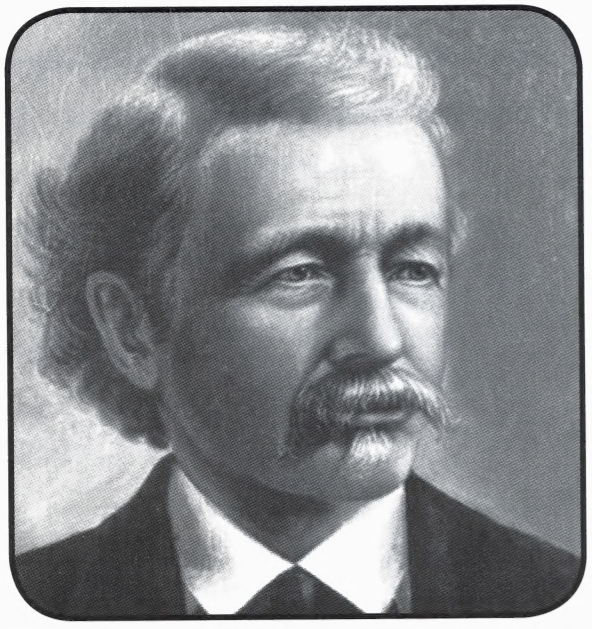
The Dubin Medal was created to recognize extraordinary contributions to the society and the highest levels of excellence in areas of railroad history. Although a component of the society's awards program, the medal will not be a scheduled award, but given only when a deserving recipient is proposed by the awards committee and ratified by the Board of Directors.

The Arthur Dubin Medal.

R&LHS Awards Committee Chairman Mark Entrop (L) and John W. Barriger, IV (R) with Arthur Dubin after presenting Mr. Dubin with the first R&LHS Arthur Dubin Medal.

Chapter News

Chapter Produces DVD



Henry B. Plant.
Photo - Henry B. PlantMuseum Collection.

Our Southeast Chapter affiliate is now offering an illustrated documentary about one of Florida's railroad pioneers, Henry B. Plant, creator of the Plant System of lines that evolved into a large portion of Atlantic Coast Line's southern network. Plant was also pioneered multimodal transportation, as his extensive steamship lines were a complement to the rail system.

The manuscript was created by Ed Mueller, while disks were produced by Vice-Chair John Leynes, Jr. The full documentary contains many photos and maps, along with narration by numerous chapter members. This production is an outgrowth of the long-time oral history program carried out by Leynes.

Offered for sale is a package containing both the DVD and a CD-ROM of the narration. Retail cost is $20.00 (plus shipping), but a discount to $12.00 is offered to dealers on orders of 10 or more. To order or get more information, contact the chapter treasurer at this address:

Robert Van Nest
1751 Forest Blvd
Jacksonville FL 32246

(904) 805-0970 Home
891-8904 Cell

From the editor. My compliments to the chapter for their use of contemporary technology in documenting railroad history. It is a first for R&LHS, and serves as a forerunner in our quest for improved service to our members and wider visibility to potential new members.

Trading Post

For Sale: My new book Grand Trunk Western Railroad: An Illustrated History.

This is the first complete history of GTW from the founding of the Detroit & Pontiac in the 1830s, to 1995, when it began to be operated under contract by Canadian National.

Contains over 300 pages and has about 400 photos (100 in color), plus maps, detailed footnotes, and an index. Professionally produced and printed on heavy stock paper.

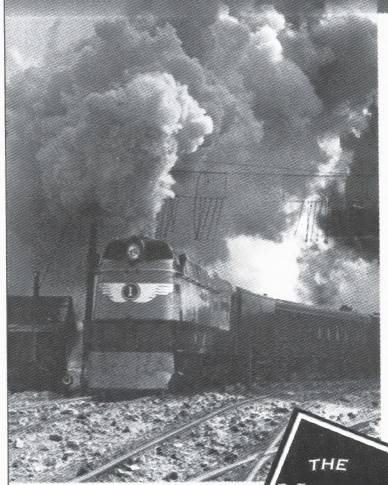
Available to R&LHS members for the special price of $50 postpaid.

I. E. Quastler
3650 Fifth Ave., Suite 616
San Diego, CA 92103.

Inquiries at iquastler@aol.com.

Interested in The Milwaukee Road?
Then join North America's largest traditional railroad historical society.....

The Milwaukee Road Historical Association



When you become a member of the *MRHA* you will receive the best information resources and services regarding the fabled Chicago, Milwaukee, St. Paul & Pacific, including *The Milwaukee Railroader* magazine, *The Hiawathagram* newsletter, and benefits that include convention privileges, discounts on Milwaukee Road-related products, and of course the camaraderie of devoted fans and former employees of The Milwaukee Road. Regular membership is only $30 ($47 outside USA), Sustaining membership $60 ($77 outside USA), Spousal membership $5.

Join today through our secure website *www.mrha.com* or by mail:

MRHA
PO Box 307
Antioch, IL 60002-0307

THE MILWAUKEE ROAD HISTORICAL ASSOCIATION

Railroad History Topics

We are pleased that our history columnist has agreed to continue submitting commentary and illustrations on interesting topics from bygone eras.

The subject for this issue is the fusee, a derivative of the rocket flare used by ocean going vessels as a warning device during the era before radio communication was developed.

The typical railroad fuseee was a cardboard tube about one-inch in diameter, filled with a mixture of flammable compounds. There was a striker cap at the top and a spiked end that could be pushed into a cross tie. The fusee's basic purpose was also as a warning signal, alerting oncoming train crews of the need for caution. It is known that the Pennsy was using fusees as early as 1875.

Red flames were produced by a mixture of 70 percent strontium nitrate, 10 percent potassium per chlorate, 14 percent sulfur, 2 percent oil and 4 percent sawdust or common sand. Other mixtures could produce white, yellow or green flames.

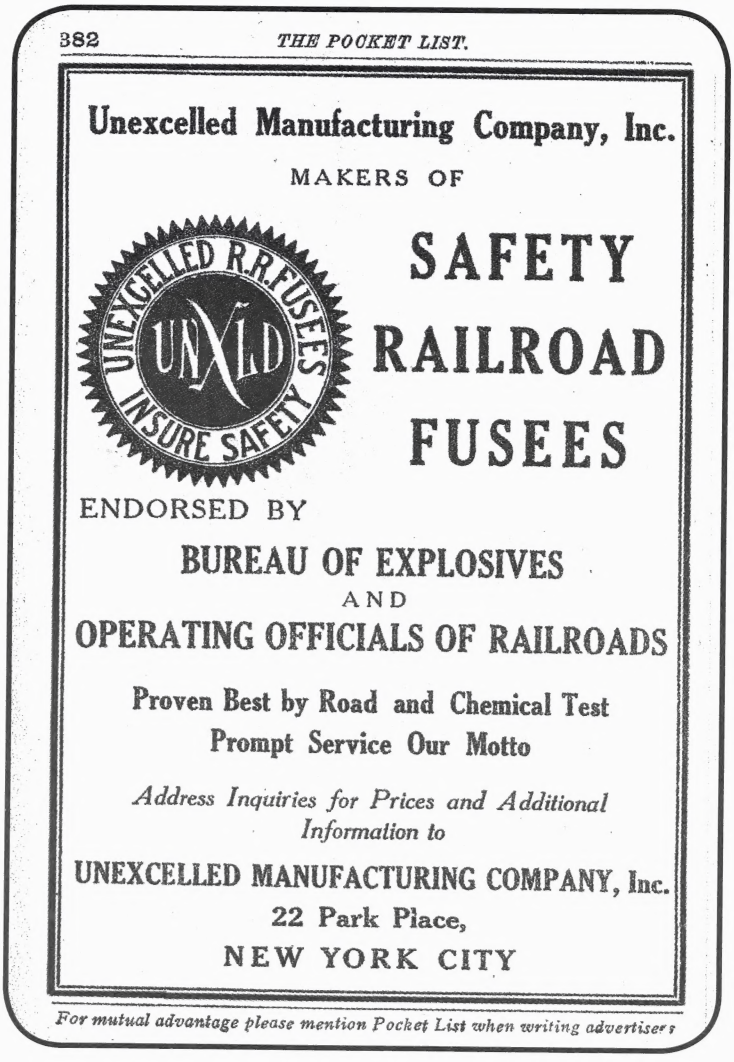
Santa Fe once employed a 15-minute fusee that produced a sequence of red, yellow, and finally white flames. This allowed a following crew to gauge how long the flame had been burning, and thus how far away they were from potential danger.

The advertisements shown here indicate the highly competitive market for these widely used devices. The large ad comes from the Official Guide of June 1893, while the others are from the Pocket List of Railroad Officials in 1921.

The editor invites member comments and additional data on fusee development and usage.

Photos: Two advertisements from the 1921 *Pocket List of Railroad Officials*

THE POCKET LIST 687
Central Railway Signal Company
Manufacturers of
FUSEES
TO COMPLY WITH
BUREAU OF EXPLOSIVES SPECIFICATIONS
Backed by experience of thirty years.
Our untiring efforts have produced the fusee that is now meeting the demands of the most exacting operating officials.
Request catalogue from Sales Department.
Main Office ⁘ PITTSBURGH, PA.
For mutual advantage please mention Pocket List when writing advertisers

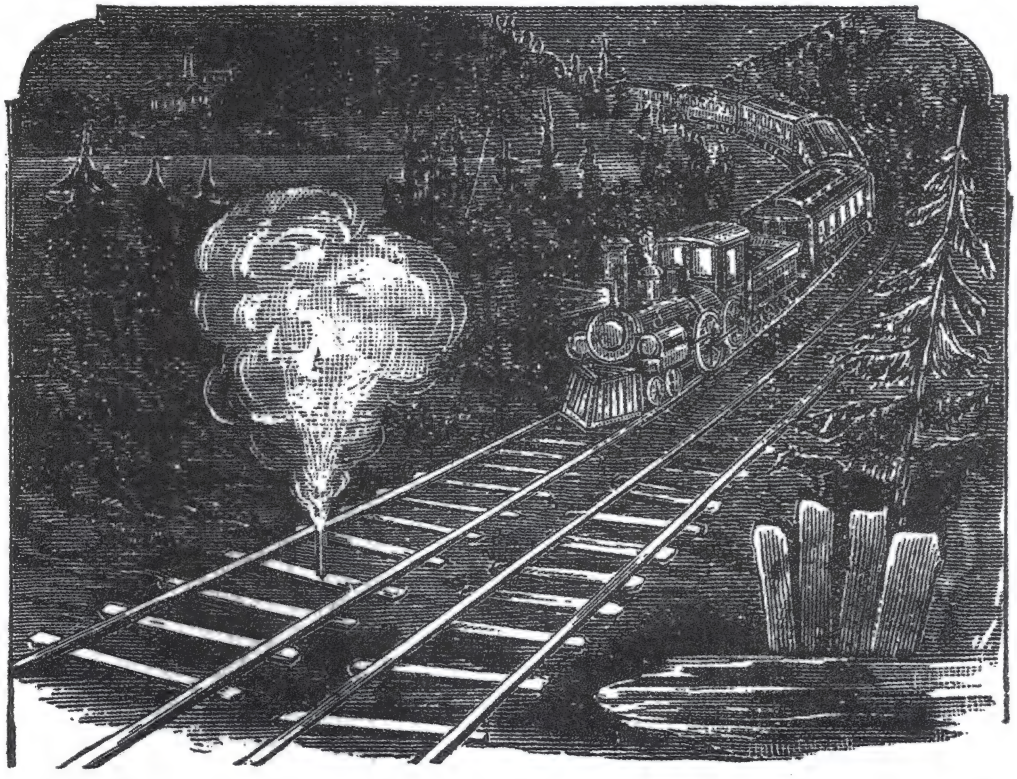


AMERICAN RAILWAY SUPPLY CO.

(Successors to the Hoole Manufacturing Co.),

MANUFACTURERS OF THE

STANDARD FUSEE



FOR RAILROAD SIGNALING.

THE USE OF FUSEES IS PROVIDED FOR BY SECTION 31 OF THE STANDARD CODE.

The **Standard Fusee** is made with a spike in the end, which can be stuck into the ground or into a railroad tie.

Standard Fusees to burn ten minutes are kept in stock, but they can be made to burn any length of time desired.

Samples and Prices on application.

No. 24 Park Place, New York.

Photo: Fusee advertisement from June, 1893 *Official Guide*

Pennsy Atlantic Rennovation

The Railroad Museum of Pennsylvania has begun a formal campaign to fully restore famous 4-4-2 No. 460, known as the Lindbergh engine. To ramp up fund raising efforts, the PRR Technical & Historical Society pledged to match the museum's donations up to $50,000 between August 1, 2009 and March 15, 2010.

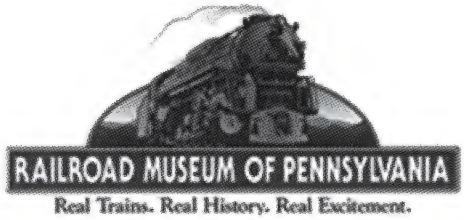
These funds will supplement the $50,000 already collected by the museum's Friends organization. But even these amounts will add up on only about half of the $300,000 required for the project. However, the confident museum staff plans to begin work this fall, and estimates that completion will require 6,500 hours of effort.

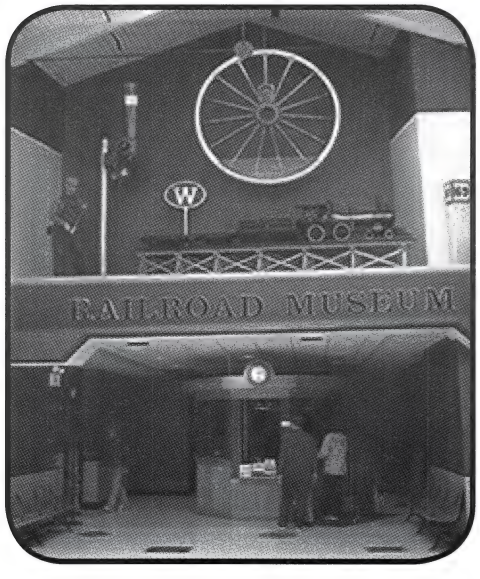
The fleet of 83 lightweight, but powerful, PRR E6s Atlantics spent their careers hauling premier trains, such as the Broadway Limited, on the busy Atlantic Division, being retired in 1935 as the 4-6-2 design was emerging to pull heavier passenger trains at high speed.

The name "Lindbergh engine" arose in June 1927 when President Calvin Coolidge presented a medal to Colonel Lindbergh after his transatlantic flight. Newsreel recordings of the event were rushed to New York City for immediate showing in theaters. One company used an airplane for the trip, but the International Newsreel Co. chartered a PRR train carrying a darkroom car for processing en route.

No. 460 and its short train covered the 216 miles to Manhattan transfer in 174 minutes, including one sprint at 115 mph. The result was that this film was the first to be available in New York theaters, and thefeat forever branded the sturdy Atlantic, which has been a part of the Museum's collection since its inception.

Donations for this project are being accepted via the museum's web site www.rrmuseumpa.org or by postal mail at P.O. Box 125, Strasburg PA 17579.





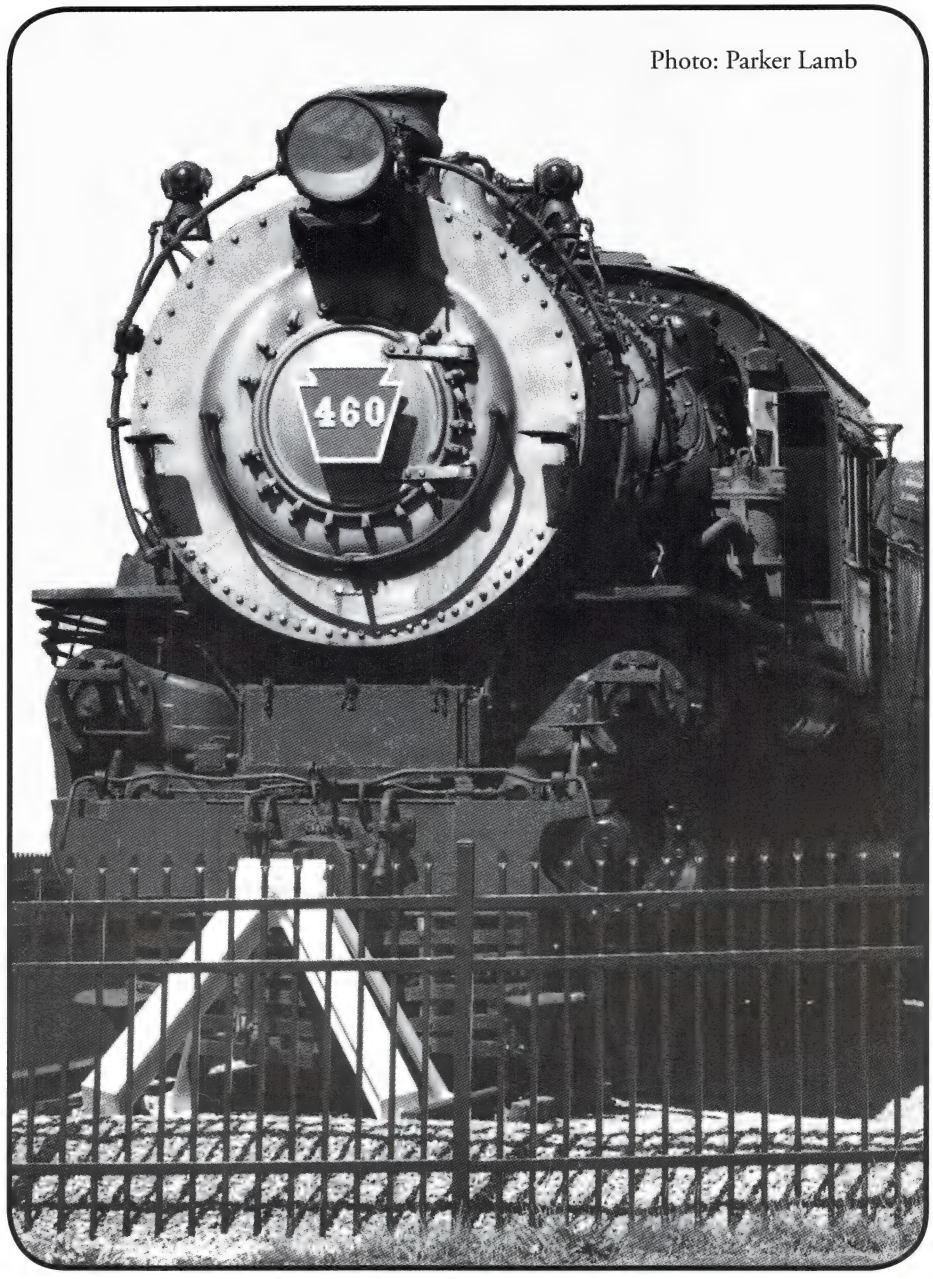
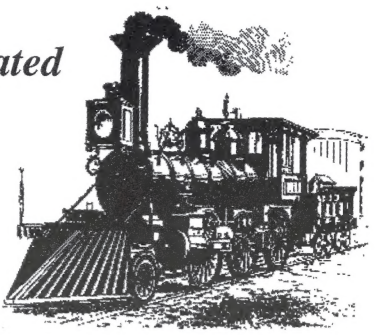


Photo: Parker Lamb

PRR 460 on display at the Pennsylvania State Railroad Museum, Strasburg, Pa.

The Railroadiana Collectors Association Incorporated

We're Dedicated to Keeping History Alive!



The RCAI

Active and expanding since 1971, the RCAI is the most extensive group of its kind in the U.S.A. We promote member fellowship and keeping the legacy of railroading alive, through conserving artifacts and encouraging interest among the younger generation.

We'd like to invite you to join our membership of rail enthusiasts as well as those who simply appreciate the rich and colorful history of railroading!

Get valuable inside information from our quarterly magazine *The Express* about interesting memorabilia, upcoming shows and events, historical information, news reports and classified ads!

We're continually improving our website to educate both members and the general public. It's at your fingertips offering identification and how-to information, extensive fake and reproduction avoidance, and upcoming events!

Learn more at **www.railroadcollectors.org** and return the coupon below to
Mary Ann James, RCAI Secretary, 17675 W. 113th St., Olathe, KS 66061

CLIP AND MAIL

PLEASE CHECK: [ ] Please send more information. [ ] I want to join! (fill out below)

Name _____

Address _____

_____

City _____ State _____ ZIP_____

Phone (_____) _____ email _____

Check here [ ] if you do not wish your phone number to be included in the online membership directory.

ANNUAL DUES: $30 Regular Membership; $45 Contributing Member; Family add $3.00
Amount enclosed: $ _____ (Please make payable to **RCAI**)

Return to: Mary Ann James, RCAI Secretary, 17675 W. 113th St., Olathe, KS 66061

R&LHS Back Issues Store

All issues of Bulletin and Railroad History from No. 64 to No. 200 are available. (except No. 66)
An index through No. 190 is available at our web site http:/rlhs.org/ridxtit.htm

Early issues available: 1R, 6, 15, 22, 25, 29, 34, 35, 38, 41, 43, 46 - 48, 50, 51, 53, 55, 57R, 58A, 58AR

(R = reprint) ***NOTE: individual pricing for these out-of-print issues***

Member Cost	Order size	Unit cost
	1-6	$7.50
(In-print issues)	7-12	$7.00
	13-24	$6.50
	25-48	$6.00
	49-72	$5.50
	73-99	$5.00

SPECIAL SALE on these issues (*current members ONLY*)
Nos. 139, 141, 142, 144, 149, 151, 154, 157, 158, 161, 163, 165 - 173, 175 - 179, 181 - 200
plus Taber index of R&LHS journals.

Order any 10 issues for $50.00. Additional issues $5.00 ea. Sale ENDS after 100 issues sold.

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www.rlhs.org

Maine Eastern FL9 488 with the R&LHS excursion train at the end of the R&LHS trip from Brunswick to Rockland over the former Maine Central Rockland Branch.